

Appl. No. : 10/765,573
Filed : January 27, 2004

AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions and listings of claims.

Claims 1-12 (Cancelled)

13. (Currently Amended) A watercraft comprising a hull defining an engine compartment, a seat being positioned generally over at least a portion of said engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising at least one throttle body having a throttle valve and an inlet duct connected to the at least one throttle body, the throttle body and inlet duct at least partially defining an intake passage, a blow-by gas ventilation system comprising an inlet communicating with the crankcase, an outlet communicating with the inlet duct upstream of the throttle valve and a ventilation passage connecting the inlet and the outlet, the inlet of the blow-by gas ventilation system being positioned lower than the outlet of the blow-by gas ventilation system.

14. (Original) The watercraft of Claim 13, wherein the outlet directly communicates with the inlet duct.

15. (Original) The watercraft of Claim 13, wherein the induction system additionally comprises an air filter element, the outlet being disposed on a side of the intake passage opposite the air filter element.

16. (Original) The watercraft of Claim 13, wherein the induction system additionally comprises a plenum chamber, the at least one throttle body being disposed within the plenum chamber.

17. (Original) The watercraft of Claim 13, wherein the lubrication system additionally comprises a lubricant reservoir, a second inlet communicating with the reservoir and wherein the ventilation passage comprises a first portion and a second portion, the first portion of the ventilation passage connecting the inlet to the outlet of the intake passage and the second portion of the ventilation passage connecting the second inlet to the first portion of the ventilation passage.

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18. (Original) The watercraft of Claim 17, wherein the engine additionally comprises a cylinder head assembly, an overflow passage connecting the cylinder head of the engine to the reservoir.

19. (Original) The watercraft of Claim 13, additionally comprising an oil separation chamber in communication with the ventilation passage and disposed intermediate the inlet and the outlet.

20. (Original) The watercraft of Claim 19, wherein the induction system additionally comprises a plenum chamber, the oil separation chamber being disposed within the plenum chamber.

Claims 21-23 (Cancelled)

24. (Previously Presented) A watercraft comprising a hull defining an engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising a plenum chamber, the induction system comprising at least one throttle body having a throttle valve and an inlet duct connected to the at least one throttle body, the throttle body and inlet duct at least partially defining an intake passage, the inlet duct comprising an upstream end, the upstream end being positioned within the plenum chamber, a blow-by gas ventilation system comprising an inlet communicating with the crankcase, an outlet communicating with the intake passage upstream of the throttle valve and downstream of the upstream end of the inlet duct, and a ventilation passage connecting the inlet and the outlet.

25. (Previously Presented) The watercraft of Claim 24, wherein the outlet directly communicates with the inlet duct.

26. (Previously Presented) The watercraft of Claim 24, wherein the induction system additionally comprises an air filter element, the outlet being disposed on a side of the intake passage opposite the air filter element.

27. (Previously Presented) The watercraft of Claim 24, wherein the at least one throttle body also is disposed within the plenum chamber.

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28. (Previously Presented) The watercraft of Claim 24, wherein the lubrication system additionally comprises a lubricant reservoir, a second inlet communicating with the reservoir and wherein the ventilation passage comprises a first portion and a second portion, the first portion of the ventilation passage connecting the inlet to the outlet of the intake passage and the second portion of the ventilation passage connecting the second inlet to the first portion of the ventilation passage.

29. (Previously Presented) The watercraft of Claim 28, wherein the engine additionally comprises a cylinder head assembly, an overflow passage connecting the cylinder head of the engine to the reservoir.

30. (Previously Presented) The watercraft of Claim 24, additionally comprising an oil separation chamber in communication with the ventilation passage and disposed intermediate the inlet and the outlet.

31. (Previously Presented) The watercraft of Claim 30, wherein the oil separation chamber also is disposed within the plenum chamber.